

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C. 20594



ERRATA

Group Chairman's Factual Report

ENGINEERING

El Faro

DCA16MM001

Page/ Line	Original	Correction
8/4	The vessel was subject to 1973 ABS rules because the construction contract was signed in 1973.	Investigators could not determine the contract date of the originally constructed vessel, which would determine the applicability of most regulations in 46 CFR Subchapter I. As some regulations may have been modified from 1973 to 1975, knowledge of the exact contract date may potentially change applicable CFR's. The vessel was ABS-classed upon delivery in 1975. With consultation with ABS, investigators determined that the 1973 ABS Steel Vessel Rules would have been applicable to <i>El Faro</i> as it was first constructed.
24/1	The fuel was usually burned from the No. 3 DB storage tanks, three port and three starboard.	The fuel was usually burned from the No. 3 DB inboard storage tanks, referred to as three port and three starboard inboard.

Page/ Line	Original	Correction
24/2	...transferred the fuel from the No. 3 DB tanks...	...transferred the fuel from the No. 3 DB inboard tanks...
27/3	The gravity tank, which was 9 feet high,	5 feet wide, 10 feet deep,
27/9	The reserve oil would flow down through the supply pipe, through the orifice,	The reserve oil would flow down through a second pipe, referred to as the “supply to the main unit,” located 10 inches above the bottom of the tank, through the orifice,
29/8 - 30/2	Using the diagrammatic arrangement of the lubricating system, investigators estimated a height of 90 inches between the bellmouth to the tanktop inside the lube oil sump. Further measurements were to be taken aboard <i>El Yunque</i> at the next opportunity	Measurements taken by investigators inside the lube oil sump aboard <i>El Yunque</i> indicated a pipe length of 42 inches into the sump from the tank top. Adding the 73 inches above the tank top, the total height from the bellmouth of the suction pipe to the pump suction was 115 inches.
32/5-6	Lube oil could be added to the main engine sump via the lube oil purifier through a 2-inch pipe.	Lube oil could be added to the main engine sump via the lube oil purifier through a 2-inch pipe. The suction pipes from the bottom of the lube oil storage and settling tanks were 1-inch lines, and these lines were connected into the 2-inch pipe leading to the engine.
41/12	The pumps were rated for 950 gpm at 28.5 psi.	The pumps were rated for 850 gpm at 30 psi.